

**Town of Arlington  
Transportation Advisory Committee (TAC)**

Wednesday, December 18, 2002 7:15 PM

Committee members present: Elisabeth Carr-Jones, Larry Englisher, Lt. Jim McHugh, Scott Smith, Ed Starr, David Walkinshaw

Others present: Paul Campbell, Lisa Schwarz Horchos, Ed Cuoco, Alan Jones

**Administrative Items**

The minutes of 11/20 were approved unanimously.

Ed Starr reported that Teresa DeBenedictis wished to attend, but had a prior family commitment.

Larry Englisher arrived at 7:20 PM.

**Presentation on Speed Humps**

Lisa Schwarz Horchos presented several of Recycled Technology's products including Restrictor Speed Humps, Monitor Speed-Guard, and Safe Lane.

**Speed Humps:**

- Developed in conjunction with Portland, OR
- Rated for 25, 30, 40 mph
- Price for a 24' road a bit under \$4K (25 mph model)
- Installation time 2 – 4 hours, depending on road width (24' – 40')
- The larger models include a speed table, and can be used as a raised crosswalk
- Ramp starts at 1/4" goes to 3" high
- Over 1000 humps have been deployed in North America. Towns in this area mentioned include Holyoke, Nantucket, and Wells, ME. Wellesley is looking at the devices.
- Would have to raise plows in winter. Wells, ME has had the humps since the early 90s, and removes them each winter.
- 5 year warranty for the humps
- No issue thus far with liability; Recycled Technology has not been sued.

Speed Cushions are 6 x 8 foot modular units, with a 20 mph rating. Cost is \$1050.

The Safe Lane is a post in pavement system

- Posts bounce back after being run over
- Base is affixed to pavement (might need to be removed during the winter if it is put in the middle of the road). Another option suggested was to set the base in the road with top at ground level.

**Crash Analysis**

Paul Campbell presented his crash analysis report. This is the completion of a major effort analyzing 9 years of accident data in Arlington to rank order the accident prone locations. TAC members thanked him for his service to the Town and this committee.

### **Received Correspondence: Columbia Way**

This is a request to make Columbia Way one-way from 8 – 8:30 AM, and from 2 – 2:30 PM on weekdays. Concerns raised include the following:

- The part-time one-way designation can be confusing
- The current two-way configuration forces people to slow down, which is good
- Going to a one-way configuration may increase traffic on Stowcroft, a private way.

We agreed that a small working group was best, to draft a formal recommendation. Members include Ed Starr and Jim McHugh.

### **Pleasant Street and Other Crosswalks**

A major concern is the lack of pedestrian warning signs (PWS) during the winter, particularly at critical crosswalks. This is because (a) the crosswalks themselves are very hard to see, especially with road salt on the road, and (b) hours of darkness are longer, including the evening commuting hours, where pedestrians may be hard to see.

David Walkinshaw noted that there were already too many signs on Pleasant Street, so they become part of the background. Scott Smith noted a lack of standardization of signs on Summer Street. For example, near the Recreation Center, there is a crosswalk sign that is unnecessary because the crosswalk is at a signalized intersection.

Elisabeth Carr-Jones presented some images of crosswalks and signage from the PedBike image library. She noted there were a wide variety of treatments.

Suggestions for the crosswalk at Pleasant / Kensington Park included the following:

- Lime (fluorescent yellow-green) colored signs at the sides, with arrows pointing towards the crosswalk.
- A wider crosswalk, more visible to motorists (legal minimum is 6 feet)

Elisabeth Carr-Jones moved that we suggest the following to DPW: Put pedestrian warning signs off to the side at the following critical crosswalks (Oak Hill Drive / Summer and Kensington Park / Pleasant), on a temporary basis for the winter. The motion passed unanimously.

Scott Smith suggested formation of a working group, to develop guidelines for

- when crosswalks should be installed
- when treatments (in addition to the crosswalk itself) are needed to make the crossing more visible
- what treatments are most appropriate at which locations, given traffic volume, roadway width, parking, etc.

We agreed to focus on the third of the above items, for the most critical crossing locations. Larry Englisher agreed to lead the working group, with Elisabeth Carr-Jones, Scott Smith, and Jim McHugh serving as members. We agreed that this group would need DPW representation. Ed Cuoco volunteered to provide support for the working group.

## **Pace Cars**

Elisabeth Carr-Jones presented edits to Ralph Elwell's draft letter, addressed to the Selectmen, that proposes the Pace Car program. She also handed out bumper-sticker mockups. Both David Walkinshaw and Scott Smith said they liked the shortest message, "Slow Down Arlington." Ed Starr suggested that the roll-out and publicity needed to be carefully planned.

Elisabeth asked whether minimizing car use should be part of the pledge. The general sense was that it should not. While minimizing car use is a laudable goal, it is not part of a safety campaign. It may result in fewer people signing the pledge. Scott Smith noted that Pace Cars, by making our roads less intimidating for non-motorists, does support the goal of reducing car use, even if that is not part of the pledge.

## **Town Transportation News**

The traffic signal changes (lagging left turn) should be implemented at Mass Ave/ Route 16 in the near future. Elisabeth Carr-Jones volunteered to contact Ron Santosuosso about a press release to be published in the local media.

Ed Starr reported that he is investigating costs for a co-op student, and will have a warrant article drafted. David Walkinshaw noted that our ability to hire a co-op student might be affected by the hiring freeze. Ed also reported that Diane Mahon has worked with Bob Havern to put a bill in the State Senate to study the area near Alewife Station, including transportation impacts. Jim McHugh noted that our traffic count program is on hold due to the weather. He also noted that the state stands to lose some federal transportation funding, because it has not passed a *per se* law on blood alcohol content.

We briefly discussed presentation of traffic counts and crashes on the TAC web site. Alan Jones mentioned that, in his role as a new member of Finance Committee, the Town is seeking ways to enhance revenue and reduce costs. Some of these may be transportation related. Ed Starr reported that the Vision 2020 survey, with a few transportation questions, has gone to the printer.

## **The meeting adjourned at 10:00 PM.**

### **Handouts:**

Agenda, list of 2003 meeting dates, and summary of correspondence received – from Ed Starr

Minutes from November 20, 2002, Recommended Guidelines for Crosswalk Installation, and straw poll from 12/4 Mass. Ave. corridor meeting – from Scott Smith

Accident Analysis report, notes from Mass Ave/Route 16 meeting with Cambridge – from Paul Campbell

Pace Car potential bumper stickers, and Pace Car letter to Selectmen – from Elisabeth Carr-Jones

Brochures from Recycled Technology – from Lisa Schwarz Horchos